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DIALOG(R) File 351:Derwent WPI

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WPI Acc No: 1978-G9324A/197836

Oil burner nozzle using atomising cone - has external filter element
screwed into body with internal filter acting as cone locating sleeve

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Number of Countries: 001 Number of Patents: 001

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
DE 2708138	A	19780831				197836 B

Priority Applications (No Type Date): DE 2708138 A 19770225

Abstract (Basic): DE 2708138 A

The oil burner nozzle uses an atomising cone with the cone (11) embodying a centring spigot (12). This is held in place by a tubular internal filter element (13) bearing on a sealing ring (16).

This element acts as a distance piece between the cone and the external filter element (20) which includes an externally threaded portion (21), engaging a thread (5) in the nozzle body. This element has a sealing face and a knurled free end (24). Internal and external filter elements can be made integral with the threaded/sealing portion in between. Both filters can use wire mesh on cages or can be sintered tubes.

Title Terms: OIL; BURNER; NOZZLE; ATOMISE; CONE; EXTERNAL; FILTER; ELEMENT;
SCREW; BODY; INTERNAL; FILTER; ACT; CONE; LOCATE; SLEEVE

Derwent Class: Q73

International Patent Class (Additional): F23D-011/38

File Segment: EngPI

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(19)

(11) Publication number:

Generated Document.

PATENT ABSTRACTS OF JAPAN

(21) Application number: 54043226

(51) Intl. Cl.: F02M 69/04

(22) Application date: 09.04.79

(30) Priority:	(71) Applicant: TOYOTA MOTOR C
(43) Date of application publication: 20.10.80	(72) Inventor: MORISHITA HIKARI FUKUDA HIROYOSE
(84) Designated contracting states:	(74) Representative:

**(54) INTERNAL
COMBUSTION ENGINE
PROVIDED WITH
ELECTRONIC CONTROL
SYSTEM FUEL INJECTION
DEVICE**

(57) Abstract:

PURPOSE: To accelerate atomization of a fuel by forming a fuel turning chamber in a fuel injection valve of an internal combustion engine.

CONSTITUTION: A needle 38 moving vertically and determining a fuel injection rate is inserted in a needle holder 35 of a fuel injection valve. Then, a spacer holder 59 having a fuel injection port 58 on the tip is fitted on outer periphery of the needle holder 35, and a conical trapezoidal spacer 60 having a fuel passage 63 is retained between both holders 35, 59. A fuel turning chamber 69 through to the injection port 58 is formed between the spacer 60 and the spacer holder 59. Then, a passage 66 extending from the fuel passage 63 of the spacer 60 is tangentially connected through to the chamber 69, and the fuel is fed in the chamber 69 as turned.

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